Victoria Medal of our Royal Geographical Society in 1950. He died in July 1955, at the age of eighty-two years. H. J. F.

HERBERT SHAW

1864–1955

Herbert Shaw, for thirty years Secretary of the Newcastle and Gateshead Chamber of Commerce, died at Warkworth on September 2 at the age of ninety-one. Over much of his life a major interest had been in geographical matters and he played a prominent part in the former Tyneside Geographical Society. This Society, which celebrated its Jubilee in 1937, was founded by a group of "quaysiders," men actively engaged in the expanding commercial life of the area. The Society published a Journal, established a Geographical Institute in Newcastle and organized lectures. The Society's Visitors Book contains the signatures of men and women whose contributions have been outstanding and the presence of many of them in the Tyneside area was due to Herbert Shaw's initiative and awareness. He was, as Honorary Secretary, the mainstay of the Society for much of its life history. When the shadow of the Second World War fell Herbert Shaw recognized what might well happen and thus it was that an arrangement was made with the Newcastle Division of the University of Durham whereby an annual commemorative lecture entitled the Tyneside Geographical Society lecture is now given together with an annual prize. He found great pleasure in these gatherings and it was a sad blow to him that he was unable to attend the last within his lifetime. Herbert Shaw's interests and activities were wide and varied. He was responsible for the collection of the money to establish the present Faculty of Economic Studies in the University of Durham. He served the City of Newcastle and the County of Northumberland in many important capacities. A devout man, his standards were high yet he could be surprisingly tolerant of many recent developments, so foreign to his own time and upbringing. Courteous, kindly and determined, he was a great friend of many geographers yet readily critical if their writings failed to be comprehensible to the layman. He will be much missed on Tyneside but it is good to know that he found life so satisfying in those long and happy years of retirement at Warkworth. G. H. J. D.

CORRESPONDENCE

The Medieval Defences of Aden

On reading Messrs. Norris' and Penhey's interesting account of the development of Aden's defences, I was reminded that in 1940 there was a series of postcards on sale in Aden, showing various phases in the capture of the city by the British in January 1839. I still possess a set of these cards which appear to be water-colour drawings by a certain Captain Rundle, R.N., about whom it would no doubt be possible to obtain certain biographical notes, but I have never come across any references as to the present location of these paintings, whether they be in possession of a public institution such as the National Maritime Museum, Greenwich, or some place in Bombay. These paintings are not in the Aden Museum.

The Rundle paintings show the single tower mentioned by Lieutenant Wellsted on Ṣīrah Island. From the picture I should judge the tower to have stood on the island's northern tip. It seems to have been loop-holed and battlemented, possibly consisting of a ground floor, one storey, and a flat roof, and no doubt it guarded the only accessible route from the present-day factory lying at sea level. A third card

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shows a general view of the attack on the foreshore of Aden, with a large arch to the left of the picture and the towers, perhaps enclosing a gate, in the centre. On each side of the two towers is a line of Arabs with firearms. In the background can be seen two minarets, and at least two not at all inconsiderable buildings, one probably corresponding to the palace-like structure in Captain Cornwall's map published in 1782. A fourth postcard shows the surrender of the defenders of Aden, evidently Bedouin, armed with the long flint- or match-locks which may still be found sometimes in the Protectorates. This surrender is shown as taking place by a square tower and its location could no doubt be determined by reference to the official account of the action and a survey of the ground.

An early little known siege of Aden took place in the early twelfth century and an account of it has been published by Professor S. D. Goitein ("Two Eye-Witness Reports on an Expedition of the Kings of Kīsh," *Bull. Sch. orient. Stud. Lond. Univ.* **16**, 2 (1954) 247–57), but there is no precise information about the fortifications in it. Regarding the forts on Shamsān mountain I have come across a reference in a medieval manuscript history of the Yemen which alludes to the fact that Fort (Ḥuṣn) Shamsān was delivered to al-Mujāhid in 728 H. (A.D. 1327–8). If this is a reference to the fortifications on the summit of the mountain it would give them a pre-Turkish dating. In a Milan Arabic MS. composed in A.D. 1412–13 and dealing with the fiscal organization of Aden, only two gates are mentioned, the Bāb al-Barr, or Land-Gate, and the Bāb al-Sāḥil, or Coast-Gate, though this does not imply that other gates did not exist.

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21 *July* 1955

HARBOUR ENTRANCES OF POOLE, CHRISTCHURCH AND PAGHAM

The correspondence which followed my paper (*Geogr. J.* **121**, 1 (1955) and *Geogr. J.* **121**, 3 (1953) raises some interesting points. From a comparison with other areas which exhibit two spits trending in opposite directions, Mr. W. V. Lewis has suggested that the mode of formation as outlined for these three South Coast harbours is probably unique and does not occur elsewhere in the British Isles, especially where larger harbour entrances exist. In seeking to explain this difference, it is worthwhile considering that at Poole and Christchurch the tidal conditions are abnormal. Due to the degenerate amphidromic system in this part of the English Channel both these harbours experience a relatively small tidal oscillation. Even during the spring tide period the tidal range is only 5·4 feet at Poole and 4·5 feet at Christchurch; at neaps it is very much less. This tidal pattern means that the amount of water entering and leaving the harbour embayment is very much less than one would normally expect with the result that the two enclosing spits can exist with only a very narrow gap between them. In addition, the depth of water offshore does not change greatly throughout the whole tidal period. With these differing conditions, the shoreline processes, which occur for example in the Glaslyn Estuary quoted by Mr. W. V. Lewis, are unlikely to be exactly reproduced at Poole and Christchurch. This may account for the unique shoreline development which has occurred in the latter areas although clearly the question requires further investigation.

Mr. A. Shepherd in his letter has drawn attention to the ironstone quarrying at Hengistbury Head and its possible effect on shoreline evolution at the entrance to Christchurch Harbour. In this he has followed the 1885 Report of the British Association Committee where similar views were expressed by the Reverend G. H. West. Ironstone extraction, particularly the removal of the inter-tidal reef, undoubtedly led to changes in the supply of material available for longshore drifting around the headland and this in turn may have influenced the initial growth of the southern spit and the formation of the Run. The maps covering the crucial period 1800 to 1870 are so few in number that only a general outline of the stages of shoreline evolution for the first part of the nineteenth century emerges. For this reason I feel

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